

ADDRESS

OF

COL. A. BLANDING,

TO THE

CITIZENS OF CHARLESTON

CONVENED IN TOWN MEETING,

ON THE

LOUISVILLE, CINCINNATI, AND CHARLESTON RAIL ROAD.



COLUMBIA, S. C.

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## ADDRESS, &c.

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AT a meeting of the citizens of Charleston, convened in the City Hall on Saturday the 14th May, 1836, for the purpose of appointing delegates to the Rail Road Convention at Knoxville, Col. BLANDING being called on for information respecting the charter, and the country through which the road may pass, rose and said:—

I shall with pleasure respond to the call which has been made on me. It is due to the citizens of Charleston that the information I obtained at the North-West, however scanty it may be, should be communicated to them, since it was at their instance and from their favorable consideration and confidence in me that I was placed in a situation to obtain it.

It is proper that I should, in the first place, state what has taken place in relation to the charter, and my reasons for being satisfied with the modifications made in it by the Kentucky Legislature. In three states it passed in the shape it came from your committee. And when I presented it to Kentucky, it bore on its face that spirit of liberality which was worthy the state where it originated. It declared our object and our wishes, and presented a *carte blanche* for Kentucky to fill in the manner which might best comport with her interests. Her legislature acceded to our wishes to pass the road through her territory to Cincinnati. While doing this, she would have been delinquent to herself, had she not protected the interests of her own citizens, her own commercial towns. She did protect them in the way she thought best, and of which she was the sole judge. She required the road to pass through Lexington and to branch to Louisville and Maysville. The only question which I had to con-

sider, was, whether these additions to the charter would promote the interests of South Carolina, and whether with them the company would be formed and able to proceed. On the first question I have no doubt—the interests of this state would be promoted by them, in my opinion. On the last, I was not so clear, and therefore I should have preferred that the charter had retained its original form, and left the company with the power to make these branches, or not to do so, as future events should render advisable. My reasons for being satisfied with these branches were these,—without the one to Louisville, I did not think Kentucky ought, in justice to her own citizens, to have granted the charter; besides, it was desirable for us. It passed through a fertile country, in a state of high cultivation, calculated of itself to sustain an independent rail road. It terminated in a city of more than 20,000 inhabitants, having a most extensive commerce, which is daily increasing; and situated at the falls of the Ohio, where the large and small Steamboats meet, it commands a large share of the trade of the Ohio river. This city is about to be connected with Indiana by a bridge at the falls, now under contract, and thus being a point in your road, would let us into the heart of that state, and permit us to share in its trade,

In urging your claims to the road to Cincinnati, I respectfully submitted to the legislature of Kentucky these considerations. I stated that if that road was denied, and the point of termination was fixed on the Ohio river at Louisville alone, we should be driven from all commercial intercourse with the state of Ohio, by the competition from the eastern cities. That if we could barely enter into such competition in that state with a direct road to it, we should be wholly excluded when our trade should be forced through Louisville, there to change from the road to Steamboats and ascend the Ohio to Cincinnati 150 miles. With a generous people this argument was enough, and it prevailed. And it will be at once perceived that a similar argument induced the friends of the road to Cincinnati to join in supporting a branch to Louisville. The trade of Indiana was an object with us—to secure it against overwhelming competition from New-Orleans, and the eastern cities, down the Ohio or through the Lakes, a

direct communication through Louisville was important. This trade we might lose, if we were compelled first to go to Cincinnati, a distance of 30 or 40 miles further than to Louisville, and then descend the Ohio to the latter city, before we entered into the prosperous and rapidly improving regions of Indiana. My views on this subject were communicated at large to your committee, while the discussion was going on at Frankfort, and I cannot better express them than by presenting that letter.

FRANKFORT, January 3, 1836.

DEAR SIR :—

I reached this place on the last day of the year, the day fixed by law for the meeting of the Kentucky Legislature. Our petitions were presented yesterday and had the appropriate reference. I met the two committees on internal improvements last night, but did not learn their sentiments. I had before learnt that I should meet difficulties, and to explain them I must give you the state of things here. On my way from Nashville I visited Louisville, Cincinnati, Maysville and Lexington. In this circuit I learnt these facts. Louisville is a town with more than 20,000 inhabitants, and increasing with unexampled rapidity ; its commerce exceeds any interior town in the whole western country. The exports of that place last year was \$9,000,000 ; this of course included all the goods which were imported and sent from that place through the western country. It is situated at the point where the large and small Steamboats meet. It commands, therefore, a large portion of the trade of the Ohio river, and of the states of Kentucky and Indiana. This place is the pride of the state, and every effort is directed to increase its prosperity. Cincinnati is a most splendid city, with about 35,000 inhabitants, and if you add Covington and Newport, which for every statistical purpose may be regarded as forming with it one city, the population is not far short of 40,000. The Manufactories here greatly exceed those of Louisville, but the commerce is less, its exports being about \$8,000,000 annually, 6,000,000 of which

are from Cincinnati. You will thus see that these cities are rivals. Maysville is a rising place about the size of Columbia, with an increasing trade, greatly augmented by the turnpike to it, which passes from Lexington through many of the most fertile counties in the state. The current of this trade is expected to be changed by our Rail Road, and run to Charleston or Cincinnati. With these facts before you, you will readily conclude, that when the action of the state is asked to charter a Rail Road from Charleston to Cincinnati, running equidistant from Louisville and Maysville, and calculated to draw trade from both, powerful interests must be excited even against the grant of a charter, and still stronger against furnishing any funds towards its construction. These interests I have to meet and reconcile; and to do so am compelled to modify the act. The success of the bill depends on this course. I shall, therefore, first propose to add a clause, that the discretion of the company shall be taken away as to its branching powers, between our road and Lexington, and that the company shall be compelled to make that branch so as to unite with the Rail Road from Lexington to Louisville, which is made to Frankfort, and will soon be made to Louisville. But I fear I shall not be able to carry the bill with this modification alone, which will not require more than 8 or 10 miles of additional road, and is what the company for their own interest would make. We shall be driven to a much more extended operation, but one which I should willingly adopt, was there no danger that its magnitude may deter subscriptions. Place yourself at the Cumberland gap, or at any point West of it, where our road may pass, and cast your eye to the North-west, and you will see that Louisville is nearer to you than Cincinnati. The bridge once erected over the Ohio at that place, which will soon be done, as the city has taken the balance of the stock for it, and you are led into the heart of Indiana, and if the Rail Road to Indianapolis and thence to Lafayette on the Wabash is made, of which I have no doubt, and probably it will be extended to Lake Michigan, you will at once see, that a direct intercourse with Louisville is in all respects as important to Charleston as with Cincinnati, which through her various roads and canals of immense extent opens to you

all the trade of Ohio. The direct route, too, from the Cumberland mountain to Louisville, passes through a region of very fertile country, and abounding in all the productions required in a southern market. Those well acquainted with the country confidently assert, that an independent line of Rail Road through this region would be productive stock. You can thus be at no loss to perceive the motives of the legislature of Kentucky, without whose permission no road can be made, for availing themselves of their natural position, and exacting as a condition of the grant of a road to their rival, a branch direct from the Cumberland mountain to Louisville, which will be shorter by 40 or 50 miles than the branch to Cincinnati; while, if the Louisville road branches at Lexington it will be 10 or 15 miles longer. Actuated by these views, an amendment will be offered requiring of the company to construct the direct Louisville branch simultaneously with the Cincinnati branch.

I shall give my consent to this modification, and hope, for the reasons above stated, and such as I shall now give, the measure will be entirely satisfactory to the other states, and will not endanger our subscription. I regard a connection, in a political point of view, with Cincinnati, as more important than with Louisville. It detaches from the East a powerful confederate in our political struggles, as far as commercial and social intercourse can produce that effect; and may have a tendency to keep Ohio our friend on the slave question. She will receive the benefits of our slave labor indirectly, without any of what she regards its evils. Our road ending at Louisville, a slave state, will not be attended with these advantages. But commercially, the connection with Louisville will be the most favorable to Charleston and the south. I have already noticed the trade with Indiana, and a gentleman now by me, who is thoroughly acquainted with the trade of that place, assures me that Louisville has a very extensive trade with Illinois and Missouri, which is rapidly advancing, as those immense fertile regions are filling with people.

In the trade between Charleston and Louisville the competition with New-York, Philadelphia and Baltimore will have the advantage over our trade with Cincinnati by one day's

transportation on the river, besides 40 or 50 miles on our road. And if we can compete with the northern cities in Cincinnati, much more can we do so in Louisville. And here let me observe, that on my visit to the towns on the Ohio, I learnt from respectable authority, which I can confide in, that there are two millions of dollars of goods destined to the states on that river, now frozen up in the northern canals. Your merchants can appreciate the difference between such a route of transportation and one by Rail Road from Charleston, and decide whether they can compete, or not, with a trade subject to such casualties.

I have not been inattentive to another consideration, which has led me to submit to the proposed amendment. If we should be in want of funds and require the aid or credit of states, we shall ask in vain of Kentucky, if we confined our operations to the aggrandizement of her rival: but if we cordially support her in sustaining and advancing the prosperity of her great commercial emporium, of which she is justly proud, we shall not appeal to an enlightened and magnanimous people in vain. I believe that I should misrepresent your feelings and discredit the people of our state, if, when this modification is offered, I should not zealously adopt it, and unhesitatingly declare, that while the south are asking of Kentucky to open a great thoroughfare through her territory to the fertile regions of the Northwest, they are desirous to yield their efforts to promote to the utmost extent all her dearest interests, and make her a full participator of all the blessings of this magnificent undertaking.

I have hastily given you my views on this subject, fearing that when the matter should reach you, if unexplained, it might create alarm. I have given you the facts, to which you can give a better shape, and use them to prevent a misunderstanding of the matter.

The modification will not, in my opinion, require any further legislation by the states that have adopted the charter already. It is a restraining clause and not an enlarging one. By the charter, the company have the right to make this branch, or in their discretion not to make it. This discretionary power is taken away, and the company is compelled to exercise a power already granted by all the states.



So, they have the right to fix the point of departure of branches; this modification restrains that right and compels the company to depart at a particular point. The charter leaves them to choose their own time for making branches; this restrains them to a particular time.

I hope in a few days to inform you of the result.

I am, with great respect,

Yours,

A. BLANDING.

ROBERT Y. HAYNE,  
ALEXANDER BLACK,  
JAMES HAMILTON,  
THOMAS BENNETT,  
CHARLES EDMONSTON, and  
KER BOYCE, Esqrs.

*Committee of Charleston.*

The branch to Maysville had not the same cogent reasons to recommend it to us. It may, however, be observed that it is the nearest point at which our road will reach the Ohio river, and as it is 60 miles higher up that stream than Cincinnati, if it should be found that the trade of the southern Atlantic can stand eastern competition there, the road will be an important acquisition to the South. This branch passes through the most fertile region of the west, and one which has the most extensive trade in provisions and stock with the southern Atlantic states, and the road as an independent one would probably yield a handsome profit.

It was thought unwise to designate any intermediate points between Charleston and the Ohio river, making it imperative on the company to adopt them. This was avoided with the single exception of Lexington. That city was thought too important to Kentucky to be left at the discretion of the company, and I am not prepared to say that the measure will be attended with any disadvantages to it. It secures to the South a connection by Rail Road with Frankfort, and the country low down on the Kentucky river, and with Madison in Indiana by Steamboat navigation of 5 or 6 hours run: and when the

Lexington and Ohio Rail Road, which is now completed to Frankfort, and proceeding thence to Louisville, shall be finished, a lateral road of 20 miles will extend it to the Ohio river opposite to Madison. The further connection will be stated hereafter.

Paris and the county of Bourbon, which are thrown off the direct line of the road to Cincinnati, by its deflection to Lexington, deserve our most friendly consideration. Whoever may have first suggested the idea of connecting Charleston with Cincinnati by a Rail Road,\* it is certain, that the present enterprise took its rise in a movement by the citizens of Paris and Bourbon county to make a Rail Road from that town to Cincinnati. At a meeting in the latter place for this object, the resolution was first introduced by Dr. Daniel Drake to extend the Paris road to Charleston. It is hoped and believed that it will found that the road when it passes Lexington may be made common both to Cincinnati and Maysville until it passes Paris, and considerable expense be thus saved, and an act of justice done to a section of country where the present measure originated, and from which the charter in every form it assumed, received able and unwavering support. Garrett Davis, Esq. represented Bourbon in the Kentucky legislature, and gave the charter most efficient aid.

It may be expected that I should say something as to the general course of the road. Any thing as to the particular direction would be premature. It rests with the company, subject, however, to the controlling influences of the charter, the surface of the intermediate country, and public opinion. The charter declares, that it shall run through South Carolina, North Carolina, Tennessee and Kentucky, having its southern terminus on the ocean at Charleston, and the northern point, before it branches, between the Cumberland mountains and Kentucky river; and thence extending to Maysville, Cincinnati and Louisville. It cannot, therefore, pass through Georgia. Operations in that direction must be under other influences. And here permit me to observe, that when the

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\* It appears from certificates lately published in Cincinnati, that as early as 1827 or 1828, E. S. Thomas, of that city, and formerly of Charleston, suggested the idea of a Rail Road, to connect those cities, which he has continued to urge with much zeal on various occasions since that time. This appears to be the first suggestion on the subject.

road from Augusta to Athens is finished, the enterprise of the age, without any effort of ours, will extend this road to the Alabama line, and it will be thence continued to Decatur to meet the Tuscumbia Rail Road around the Muscle Shoals, now completed, and in operation, and thence under the Tennessee charter lately granted, by Florence to Memphis on the Mississippi river. The importance of these works to Georgia and South Carolina, to Augusta, Savannah and Charleston, can not well be over estimated. But it is a work entirely distinct from ours, having other objects and interests in view, and if now made, would not in the least supercede the necessity of ours. The line of our road as fixed by the charter, under the controlling influences of natural causes, I am of opinion can take no direction, but that of the French Broad River from its head waters in Buncombe county to its junction with the Nolichucky. (*See note A.*) Assuming the vicinity of the Crab Orchard in Kentucky as the point of branching, between it and Charleston the French Broad stretches in an almost direct line. The approaches to this stream, which breaks entirely through the Alleghany Mountains, will require much consideration, and must be decided after a scientific examination of all the approaches to, and depressions in the Blue Ridge on one side, and the Cumberland Mountains on the other. I have, however, no doubt that they will be found practicable, but it would be presumption in me, uninformed as I am as to the best route, to indicate any one in particular. But there is a general view of the subject, which ought to be explained and enforced. One of the great objects of this undertaking is to unite the southern Atlantic cities with the immense country on the Ohio river, in commercial relations. In this, as I have before observed, the city of Charleston will have to enter into competition with Baltimore, Philadelphia and New-York from the East, and New-Orleans from the South, with all their immense capital of wealth, talent, industry and enterprise, aided by the advantage of a pre-occupancy of the trade. How far this Rail Road may be able to push forward the point of equal competition is uncertain. It may extend North of the Ohio river, embracing the Southwest part of the State of Ohio, the Southern part of Indiana, and some part of East-

ern Illinois, particularly in European goods, and such as combine great value in a small compass. But this is certain, that the shorter our road is made, the farther the competition will be pushed forward. If, for any local consideration, not forced on us by the nature of the ground, we should lengthen our road, say fifty miles, the South-eastern trade will be driven out of a country 50 miles broad, round the entire periphery of the circle, which, without that disadvantage, it ought to occupy. Deviations, therefore, from the shortest practicable route, ought, for this reason, as well as those which operate in ordinary cases, to be most studiously avoided. On this the public mind should settle down as on an *axiom*, that no local interests should be permitted to force the road from a straight line, so far as such a line can, with reasonable expense, be obtained. Keeping this always in view, it may be permitted to enquire, and I think the enquiry should not be disregarded, whether Knoxville in Tennessee may not be made a point in the road. The interest of all the states united in the work, should be consulted. Now, it is of vast importance both to East Tennessee and the most fertile part of Kentucky, that their agricultural productions should find a cheap and speedy ingress to Georgia and Alabama, as well as to South and North Carolina, all planting countries, where there is now an immense consumption of beef, pork, flour, bagging, bale rope, &c. from abroad, and the facility of procuring it would increase the demand. A branch of our road, therefore, extending from Knoxville into Georgia, may be of such importance to that state, as to induce its construction, and the enquiry is now going on; and it would confer on Tennessee and Kentucky an immense benefit, by opening to them a new and extensive market for their productions; and thus would render more productive the northern end of the road, and be of essential benefit to the company. (*See note B*)

Another view connected with this subject should not be overlooked. The road will pass through a very poor part of North Carolina. The great mass of that state cannot be directly benefitted by it. But should the contemplated works go on so as to unite the Catawba river at *Beaty's ford* by Rail Roads with Raleigh and Fayetteville, and through them with Wilmington, Newbern or Norfolk, which have received

the sanction of her legislature in the grant of charters for these roads, it may be found vastly important, that if a due regard to the most direct practicable route from the ocean to the valley of the French Broad River will permit, our road should take a direction which will approach nearest to Beauty's ford. The most extensive part of North Carolina might thus be connected with the Northwest, by a lateral road not exceeding 40 or 50 miles in length. I make these suggestions, regarding them, however, as subordinate to the great and leading principle I have before mentioned.

The meeting will not expect me to say any thing of the country east of the mountains. It is well known to you. But the region between the Alleghany and Cumberland mountains requires from me a few observations. East Tennessee is at present traversed by no channels of commerce except ordinary roads, on bad ground, and an imperfect descending navigation of some of its streams, which unfortunately lead from the counties with which she could most beneficially trade. Excluded as she is from all the ordinary facilities of commerce, she is still a most interesting country, being situated in a most favored latitude, blessed with a delightful and healthy climate, and a surface most beautifully diversified. Based generally on lime stone, her soil is sufficiently fertile to make her a bountiful farming country, while her industrious, moral, well informed and orderly people are peculiarly suited for that pursuit. With a surface double that of Connecticut, she is capable of supporting a larger population to the square mile, with less labor and more comfort. She is to a great extent exempt from the toils, which are necessary in New-England, and other northern regions, to provide against the severity of a long and inactive winter.

But her agricultural capacities are surpassed by her mineral wealth, which as yet remains in a great measure undeveloped for want of a market. In this view I should, however, embrace a large surface, and include that region of Kentucky which stretches along the western declivity of the Cumberland mountain, and embraces the head waters of the Kentucky and Cumberland rivers. To this should also be added the triangle in Virginia, whose western point rests on the Cumberland gap. The region of country thus indi-

cated, covers a surface nearly equal to South Carolina. And although none of the precious metals are found within it, yet mineral treasures vastly more efficient in advancing human happiness, are found here in inexhaustible abundance. Lime, gypsum, coal, iron and salt, are no where in more perfection or greater abundance. England, whose prosperity has been mainly advanced by her mineral wealth, cannot supply these articles in larger quantities or of better quality. The Cumberland and Kentucky coals are already descending those streams and supplying the towns rising up on the western waters. This coal, as well as all on the head waters of the Tennessee river, is bituminous, of great purity, and for domestic uses superior to any found in the United States. For the arts it may not be equal to the anthracite of Pennsylvania, as it furnishes less heat to a given quantity. It is, however, in every respect equal and generally superior to the English. It has this peculiarity, that it is generally found where it is most wanted. It lies in contact with the iron ores, and in some instances the borings for salt water pass through the bed of coal that is to evaporate it. It has never to be raised from deep pits, but the coal fields are universally found in the hills and mountains above the general surface of the country adjacent to it, and where it must be used. It fills the banks of rivers, and instead of being raised as in Europe, its own gravity may, and frequently does carry it down to the boat that is to transport it.

The quality of iron found in this region is not excelled by any in the United States, unless that in Spartanburgh and York in this State, and Lincoln in North Carolina, may form an exception. (*See note C.*) Inexhaustible masses of it fill the whole of this region, and it extends down the Cumberland river to its very junction with the Ohio. Its quality on the former river is so superior to all the iron on the head waters of the latter, except the Juniata iron, that the pigs and blooms from the furnaces on the Cumberland river are transported to Pittsburgh, and there sell for a cent a pound more than those from Pennsylvania. Our line of road, whatever direction it may take, will pass through the heart of this iron region, where labor and subsistence are cheaper than in any other part of the United States. It is not doubted, that when

once the demand is created, iron-masters will fill this region; and that with increased skill and capital, much of our road may be covered with this iron, cheaper than it can be imported and conveyed to the interior. Manufactories of locomotives and cars will be here established, and an extensive region of country will be supplied with this indispensable article in all its forms, in which it is so extensively conducive to human comfort and the advancement of general prosperity.

Salt is found along the whole line of the Cumberland mountain, from western Virginia to West Tennessee. This region has a geological formation, which is generally attended with coal, salt and gypsum. The mountains are composed of the new red sand stone, resting on lime, which in many places has been forced up through the sand-stone and presents itself at the summit of the mountain; the sand-stone resting on its sides and filling the vallies at its base on both declivities. It is here that salt water is procured by boring. The waters vary greatly in strength. Those near Abingdon, Virginia, and Goose Creek in Clay county, Kentucky, are of superior quality. The Virginia Works are known as the great source of supply for western Virginia, and extensive regions around it. The Works in Clay county produce now about 200,000 bushels a year, and are capable of an almost indefinite extension. The means of evaporation at this place do not depend on wood, which may soon be exhausted, but on coal, which is found on the spot where the water is raised. Before the Tuscumbia Rail Road round the Muscle Shoals was formed, salt from these Works passed the Cumberland mountains, and descending the waters of the Tennessee supplied in part the consumption of North Alabama. By the Tuscumbia Rail Road the article now reaches that region, from New-Orleans, ascending the Mississippi and Tennessee rivers in Steamboats. Our Rail Road would restore this trade to its former current, by removing the present expense of land carriage across the Cumberland mountain, and the hilly regions on both sides of it. It would then descend the Clinch, Holston and Tennessee rivers, and supply the whole region, bordering on those streams, as well as the countries through which our road will pass. Further examinations will no doubt bring to view other localities, where water will be

found saturated with salt in such strength as to be profitably evaporated.

It is difficult for me to speak in those measured terms of the fertile regions of Kentucky, which may exempt me from the suspicion of exaggeration. The part of that State, which will be within the influence of our road, presents very different aspects. On the South it is hilly, broken and less fertile, but abounds, as before observed, in mineral wealth; and it is a region where timber to supply the wants of the more fertile counties must be procured. When this section of country is passed, you enter into a tier of counties extending two hundred miles in length, from East to West, and one hundred and fifty miles back from the Ohio river, whose fertility is unsurpassed by any spot of the same extent in the United States. Sixty years ago it was a wilderness. It is now in a state of high cultivation, with a population worthy the region in which they reside. It is here that are found those rich stock farms, abounding in clover and blue-grass, whence are drawn the immense supplies of horses, mules, bees and hogs, that enter the southern Atlantic states in such numbers. It is hence Charleston derives the provisions, which renders her market one of such excellence. The perfection of the stock of this region, however, cannot be understood from what you see here. Her heaviest bees and finest hogs, cannot reach this market on foot, the only direct mode of conveyance at present. To appreciate the efforts of her enterprising citizens in improving her cattle, you must see Kentucky at home, where already by importing from Europe the best stock, she has to considerable extent supplied herself with a breed of cattle, which is only excelled by the fertility of the pastures on which they feed.

The soil of this region is not equalled by any other in the production of corn and hemp. The cultivation of the latter article has of late been greatly extended; and with it have sprung up those extensive factories of bagging and bale-rope, which are now nearly equal to the supply of the whole region on the Mississippi and the Gulf of Mexico. The limit to the production of hemp here, and in the country North of the Ohio, will not be attained till it has supplied all the wants of the planting states. When our road shall be made,



the southern Atlantic, as well as the Gulf states, will receive their bale rope and bagging from this country. At present the manufactories of hemp are in advance of the home production of it. Last year one manufacturing house at Newport, Kentucky, imported 240 tons of Russian hemp, to supply the wants of the cotton-growing states. But this will not continue. The domestic production of hemp is fast advancing and will soon equal any demand.\*

The region North of the Ohio river, which will be embraced within the influence of our road and its branches, may be considered as extending from the mouth of the *Scioto*, where the Ohio and Erie Canal enters the Ohio river, to the junction of the Wabash with the same river, extending on it a distance by water of 450 miles.

Whether we regard the capacity of this region for agricultural productions, or the enterprize and industry of its inhabitants, we shall find no region of such great extent that is superior to it; at present, however, it has attained but a small portion of its importance. Every year adds to its population and wealth, by a vast influx of hardy and industrious farmers from the east, and it would be hazarding little to predict, that within the period limited by the charter for the completion of our road, the population and wealth of this country will be more than doubled. From this region may be drawn all the supplies which contribute to the wants of life. Beef, bacon and flour are produced here as the necessary results

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\*I find from documents which have been lately placed in my hands, that 71,460 pieces of cotton bagging were received at Louisville last year. Newport alone manufactured 548,580 yards. I have no return from Lexington, which with the adjoining counties, is more largely engaged in the manufacture of this article than any other part of the State. These counties alone could grow hemp which might be manufactured into bagging, bale-rope and twine on the spot, sufficient to supply the Southern States, which are now dependent for these articles on the foreign market. Four hundred thousand bales of Cotton raised annually in these states ought to be packed in Kentucky bagging. This would consume 2,000,000 yards. It weighs about  $\frac{1}{4}$  lb per yard more than the European bagging, and when Cotton sells at 14 cents per lb. the planter gains 7 cents a yard by packing in it, provided he buys it at the same price as the foreign article. When our road is opened, there cannot be a doubt that this bagging, with all the bale-rope, twine, Cotton plains, and Kentucky Jeans, which we want here, will pass over it. It will be a trade equal to \$1,000,000 at once. It will be exchanged for European and West-India goods imported by our merchants in exchange for our Cotton and Rice. This trade will be in fact a new creation, which nothing but our road can call into being.

of a soil, which yields in unexampled abundance, corn, wheat and all the grains peculiar to this latitude.

On the waters of the Ohio, and in the country bordering on it, towns are springing up, putting on commercial and manufacturing consequence, and assuming all the elegancies and polish of old established cities, with a freshness and neatness of architectural embellishment, that far surpasses them. I must here descend to particulars. In Kentucky, Lexington may be regarded as the seat of literature and refinement. Its commerce was once extensive, being the first town in the state which assumed any commercial consequence in the West. Its supplies were principally furnished over land from the eastern cities; and it had no powerful rivals, till the introduction of Steamboats changed the current of western trade. Since that time its commercial importance has declined. But being situated in the centre of the richest agricultural country in the world, it is a place of great wealth, and is becoming extensively manufacturing. It has several extensive bagging factories, as well as some of wool and cotton. Our road will probably restore it to its former importance. I may here observe that to the enterprize of this place, Kentucky is chiefly indebted for the Rail Road to Frankfort now extending to Louisville, and for the Maysville road, one of the finest Macadamized turnpikes in the western country.

To what has been already remarked respecting Covington and Newport, it may be added that at the former place there are fifteen very flourishing manufacturing establishments which yielded last year in manufactured articles more than half a million of dollars; and other large establishments are in progress. A large bagging and a cotton factory have been lately erected there. The Newport manufacturing company has thirty-six dwelling houses for operatives, upwards of four hundred of whom are employed by the company. They have a woollen factory, fifty power-looms for Kentucky jeans and cotton plains, a rope walk, and a hemp mill of twenty-four power-looms, for manufacturing cotton bagging. At Newport the United States have an arsenal, which will probably become the great depot of military stores for the West, when with the works now contemplated, it shall have free

and rapid communication with the North and South as well as the East and West.

I have already mentioned Louisville. I must, however, add a few facts. There were 285 Steamboats which traded at this place last year, having a tonnage of 51,560 tons. All the Steamboat arrivals at the place last year were 1790—and the whole tonnage of the place was 306,400 tons. In the same time there passed through the Louisville and Portland canal, 1,256 Steamboats: the number of boats then employed, was 206; and to show how rapidly the trade of the Ohio increases, it is only necessary to mention that 68 of these Steamboats were built last year, and yet there is a great want in the means of transportation on that river during the present season, when the number added has probably been as great as last year.

On the North side of the Ohio, Cincinnati, Lawrenceburgh, Madison, Jeffersonville, New-Albany and Evansville, are towns most rapidly rising into importance. I must refer to the report of Mr. Drake for the trade, manufactures and commercial importance of the first of these cities. (*See note D.*) Lawrenceburgh is made the point of termination of the White Water canal, and of the Rail Road from Indianapolis to that place. Madison is a place rising rapidly into importance, being the termination on the Ohio of a Rail Road from Rushville, and another from Indianapolis, which is to be extended to Lafayette on the Wabash, and thence to Lake Michigan. Jeffersonville is a place of some consequence for the Steamboats built and repaired in it. It is building up in good style; but its neighbor, New-Albany, at the foot of the falls of the Ohio, is of more consequence, having extensive manufactories and an increasing trade. A Rail Road is to run from these towns to Salem, Bedford, Bloomington, Green-Castle, and thence to Lafayette.

But the most important point in the State of Indiana on the shores of the Ohio river, is Evansville. At that place, commences the canal which is to be continued through the State of Ohio and enter Indiana on its Northwest corner, thence to the Wabash, and descending the valley of that river is to enter the Ohio river at the Southwest corner of the same state. Connected with this, and entering the Ohio at Evansville, is

the canal projected and provided for, which will pass through Indiananapolis, and descend the valley of White river, called the central canal. These two canals pass through a country of unrivalled fertility, and must raise into importance the town where they meet the Steamboat navigation of the Ohio.

I hardly need to inform this assembly, that these great works are provided for by a recent act of the legislature of Indiana, which has pledged \$10,000,000 to their completion.

I must now detain you, to say a few words on the connection of our road with the great works in the Northwest, which have been completed, are provided for by State appropriations or charters, and to be constructed by companies. At Cincinnati, we shall unite with a Rail Road leading to Springfield, and thence to Sandusky, and thus there will be in this direction a continuous line of Rail Road from the Atlantic Ocean to Lake Erie. On the road from Lexington to Louisville, a lateral branch of 20 miles to Madison would connect ours with the Rail Road from that place to Lake Michigan: or, if this should never be filled out, our road terminating at Louisville will have a continuation by the Rail Road from Jeffersonville and New-Albany to Lafayette, and thence to Lake Michigan. The two great Lakes and the extensive regions around them, although one thousand miles from the southern Atlantic, will thus be connected with it at Charleston; and also at Willington and Savannah, should the suggestions which I have made when speaking of the direction of our road be adopted. I could pursue this subject still further, but what I have already stated will lead you to examine for yourself the intimate connection our work will have with the Ohio and Erie canal, the canal from Cincinnati now made to Dayton, and to be extended to Lake Erie, the White Water canal, the Central canal of Indiana to be extended down the rich valley of White river, and the Wabash canal beginning at Lake Erie on the Maumie and ending at Evansville on the Ohio. Spread before you the map of our country and contemplate these extensive works, all of which by your efforts may be made accessible to this city, in about the same time that a few years ago was required to reach

your own seat of Government only 120 miles distant, and I am much mistaken, if, with one voice, you do not proclaim, that the Louisville, Cincinnati and Charleston Rail Road must be made.

To what extent this road can be made profitable to the company, and useful to the extensive country through which it will pass, or with which it will be connected, is an enquiry that may deserve a few observations.

Should the road end at the southern declivity of the Blue Ridge, it would then embrace a considerable extent of the upper region of South Carolina and command the trade of the western counties of North Carolina. These now find their market by wagons over roads formed, as far as they are formed at all, by the ordinary labor of the country, in a clay soil remarkably unfavorable for their construction or repair. That they would be superseded entirely by the Rail Road cannot be doubted; and the only enquiry is, whether the trade is sufficient to sustain such a road. As to this I hardly need express an opinion. Many of you know the extent of this trade, and I believe the received opinion is, that a Rail Road ending at the North Carolina line would be good stock. As to the benefits it would confer on the country, I need only observe that the direct advantage would be the saving of the difference between freight by wagons and by Rail Road on all the marketable productions, and on the consumption of imported articles in this region. Its indirect advantages will readily suggest themselves to your own minds.

Were the road pushed further, and to end in East Tennessee, what would be the probable result? It appears to me it could not fail to command the entire trade of that extensive region. How is that country now supplied with the articles it receives from abroad? Its dry goods and groceries are principally brought from Baltimore by wagons, at a freight of from 4 to 7 dollars per cwt. From Charleston to Knoxville suppose the distance to be 400 miles, at the highest rate of freight the charter allows, the transportation would be only \$1 40 per cwt. The time would be diminished in a still greater proportion. The whole trade thus could not fail to be ours. Would it sustain a Rail Road? In its present extent it might not, but when it is recollected how vast is the

increase of commerce as its facilities increase, and that the country which the road would enter is extensive, fertile, healthy and susceptible of sustaining four-fold its present population, all doubt should vanish. I might here observe that the road from Knoxville to the South Carolina line passes through a country where there is a command of water power which has scarcely any assignable limit; and where health is enjoyed in as great a degree as in any country. On one side it has cotton and on the other iron, and with these raw materials at its hand, it cannot fail to become one of the most extensive manufacturing regions in the South. Wool, too, may be produced to any extent in its mountains: and provision and fuel are there abundant and cheap. These are sources of profit to a Rail Road which cannot but be realized.

The iron and salt region of the Cumberland mountains would find a market at the end of this road, were it to stop in Tennessee.

But our views must be extended further. The great region on the Ohio river is opened before us, and we must enquire whether we can participate in that trade? Whether as it swells in amount and importance, as that country fills with people, we can expect by means of our Rail Road, to enter into competition with New-York, Philadelphia, Baltimore and New-Orleans, so as to secure such a share of the business as will make the whole road profitable. The answer to this enquiry depends on many considerations. I shall proceed to state some of them.

The striking peculiarity of our road is that, unlike all those which unite the East and West, it will embrace every variety of climate and production (except sugar,) which blesses our wide extended country. It is, therefore, capable of sustaining a vast internal trade, in agricultural exchanges, and in time of war, would be more productive than in time of peace. It would then also possess this additional advantage, that when the Northwest has become an extensively manufacturing country, to which it is fast advancing, our road would be the channel of exclusive supply to the South of these articles, when a hostile fleet might prevent their importation from the North and East.

The exchanges between the Southeast and Northwest, when this road is open, will consist of beef, pork, flour, tobacco, hemp, bagging, bale-rope, cordage, and manufactures of cotton and wool, for the cotton, rice and indigo of the South, and the European and West-India goods, which are purchased by the proceeds of southern agricultural productions. These exchanges will be direct and finished by a single operation in the course of ten or fifteen days, and on the whole line of transportation will never change the mode of conveyance, or be charged with intermediate agencies, or subject to the risques attending them. The company being declared a common carrier, all insurance will be saved. To appreciate duly these advantages, let us select a single article produced in the West, which is to be exchanged for European goods to be consumed there, and follow out the entire operation. Suppose a barrel of pork on the Ohio is to be converted into a bale of silk: to effect it, the operation must now extend to both extremes of the Union. The pork is sent by boat to New-Orleans, and if to be consumed in Carolina, is there shipped, and after passing through the dangers of the gulf navigation, is sold in Charleston and the proceeds invested in a bill on New-York, where it pays for the silk, which passes by Steamboat to Albany, thence through the canal to Lake Eric, where it again takes Steamboat, is landed at Cleveland, passes through the Ohio canal to Portsmouth, and then by Steamboat descends to Cincinnati or Louisville. Against this circuitous trade, our road presents a single operation of passing from one of these towns to Charleston and back, in the short period of 10 or 15 days, while in the present course of business it would consume as many weeks. What is true in the articles mentioned, is true as to the whole trade. Before this assembly I need not descend to particulars, all the various items, of commissions, insurance, interest, merchants' profits on the various sales on the route, difference of exchange, &c. which our road will save, will at once be perceived by mercantile men. There is one fact which must be added, because it is not known to all. I have before mentioned that last winter a large amount of goods, shipped from eastern cities for the valley of the Ohio, was detained in the canals by ice. These goods were not releas-

ed until late in March, when the season for winter goods had passed. This to some extent must be the case every year. From the Narrows at New-York, to the mouth of the Ohio, all commercial operations are frequently suspended for a considerable part of the winter, and sometimes during the whole of it. But neither the harbor of Charleston nor this road can be obstructed by such causes. In summer, health will be found along its whole line, and in winter a free, open and speedy passage.

Freights from Philadelphia to Cincinnati and Louisville, are about \$2 50 per cwt. The return freights are considerably lower, because for the reasons before stated, the transportation Westward is much greater than Eastward. Rather than return empty, steam and canal boats will carry at a cheap rate. Now suppose that on our Rail Road, estimated at 700 miles, the maximum rate allowed by our charter should be exacted, the transportation per cwt. would be \$2 45. It never could exceed, it might be reduced much below this. Should 20 cts. per cwt., per hundred miles be adopted, which we think may be, goods from Charleston would reach the Ohio river at \$1 40 per cwt. which would give our trade a decided advantage over that from the East in European goods. In West-India articles, we should have a still greater advantage, since Charleston is so much nearer to these Islands; and in our own productions the trade would be exclusively ours. On the freight from the Ohio to the eastern cities, the rates may be lower than we could carry for. But here competition would be excluded to the extent of southern demand for the productions of the West, which must come over our road, in preference to going East and thus reaching us circuitously.

After all, the enquiry forces itself on us, to what extent can the road be made useful in the transportation of heavy articles? Could it be ascertained with certainty what is the lowest rate at which transportation on a Rail Road may be effected, without loss to the company, we could at once decide what articles would be transported on it. For, when the road has been once made, it would be the interest of the company to invite every article to it, which would pay the least profit. That all manufactures of cotton, wool and hemp from the North, manufactured, and perhaps leaf-tobacco.



flour, beef, pork and bacon can be thus transported on a great part, if not over the whole line of Rail Road, I think may be safely affirmed; so of European and West-India goods, and the cotton, rice and indigo from the South, as before stated. Let us select the articles most likely to be excluded, pork, beef and flour, as produced in Kentucky. Pork raised there is now largely consumed in Carolina and Georgia. Formerly it was brought here on its own feet. In 1827, 173,000 hogs passed the mountains up the French Broad river and supplied the Southeast with bacon. The last year less than 60,000 live hogs entered it. Yet the consumption of meat here had not diminished, nor had the home supply increased. But the facility of Steamboat transportation to New-Orleans had changed the course of business. And the question now is, whether on a Rail Road from the point of production in Kentucky to that of consumption in Carolina, pork can be transported as cheap as by the circuitous route between those points, by the Gulf of Mexico. The centre of production of this article in Kentucky may be stated to be 100 miles South of the Ohio river, and the centre of consumption in Carolina 100 miles North of Charleston. Two hundred miles, taken, therefore from the road transportation must be added to that by the river and ocean, and the competition between them can then be fairly estimated. Suppose our road to be 700 miles long, the transportation by it for 500 miles must be put against 200 miles transportation by road, and by the Ohio and Mississippi rivers, the gulf of Mexico and the ocean to Charleston. And it must also be recollected, that the voyage from New-Orleans to Charleston, is regarded as more dangerous and is subject to a higher rate of premium by one hundred per cent than any other in which our shipping can engage. I might descend to particulars, to shew that in this trade the Rail Road must be preferred. But before a mercantile audience it is unnecessary. What is true of pork is true of every other article, in which the same value is attached to the same weight.

It is believed that less than 20 cents per cwt., per hundred miles, would yield the company a fair profit. If the transportation is 500 miles, as above stated, and the article will bring one dollar per cwt. at the point of delivery

more than at the place of departure, the trade will come upon the road, unless it should be found less expensive to send it by the way of New-Orleans, which I think for the reasons before mentioned would not be the case. It may be here noticed, that many articles, as flour, bacon, &c., are materially injured by the exposure to heat and moisture in a voyage through the gulf, and bacon particularly loses some of its marketable value by the appearance it assumes, after so many changes from road to boat and ship, and back again to boat and wagon, as it has now to make between the producer and consumer. Time, charges, and risque of transportation enter largely into the price of produce by the gulf, which on the Rail Road will be hardly perceived.

The middle of our road will be used for the distribution of salt, iron and coal, which will be pushed forward in each direction, to the point where the same articles from the ocean or the Ohio river, meet them at an equal price. The part of our road which will be thus occupied, cannot, I think, be less than half its whole length. In time of war it will occupy the entire southern section of it.

I have for these reasons, become satisfied that our road will be a profitable one; that the trade of the country that borders on it, with the immense travelling which would be invited to it, by business, health and pleasure, would sustain it. But if it can, as I believe it may, be made the channel, by which an extensive commerce in imported articles by way of Charleston may be pushed far over the Ohio river into parts of Ohio and Illinois and the whole of Indiana, it must be profitable stock.

If in this I am correct, if Charleston can push her trade across the Ohio in equal competition with her eastern rivals, the extent of it in this direction will depend in a great measure on the amount of goods she may be able to supply which she has obtained direct from the country of their production. This must depend on herself. She has the means of a foreign commerce of vast extent in the rich productions of her soil. Will she command them? Her only difficulty is here and we should look it fully in the face.

One of the most striking defects in the commercial operations at Charleston, will be found in the fact, that while the

exports from her in domestic agricultural productions are larger than those of any other Atlantic city, she is among the smallest of our importing cities. The productions of the soil of the South are sold to an immense amount in European markets, yet the merchants of Charleston and Savannah purchase almost nothing in those markets. If a bag of cotton is to be exchanged for a bale of silk to be consumed here, the whole operation beyond the wharf in Charleston is performed by foreign hands, on foreign capital and to foreign profit. Why is this city without the profits of a trade that legitimately belongs to her citizens? It was not always so. She once possessed a large commercial marine, and her own merchants imported largely from Europe. The answer to be full would require more time than can be given here. There are, however, some prominent causes which should be noticed, and the enquiry should be made, whether our Rail Road may aid in removing them. One of the most striking is the fact, that the largest merchants in the city were formerly foreigners, who, when they had made fortunes retired from trade to the country of their nativity or to the North. In business they had been confined to the city, had formed no connection in the interior and had never become Carolinians. Those who hear me will recollect more mercantile capital, which has thus retired from the State in 30 years, than now exists in it.

Our native citizens have devoted their attention almost exclusively to planting, and professions. Mercantile pursuits with them till lately have hardly been regarded reputable.—While this state of things has existed here, and been in full operation, the consummation of the evil has been accelerated by causes at the North. Gigantic schemes of improvement were undertaken there; the West was approached by canals and Rail Roads from New-York, Philadelphia and Baltimore. The spirit of enterprize was excited there to its utmost efforts; and while it spread over the Northwest, it stretched forth its arms to the South and embraced that also. New-York, thus roused, became the great interpot of foreign commerce for the rest of the union and especially for the South, while Charleston was suffering the rich harvests of her Carolina to swell the means of the foreign commerce of her great rival. A

trade thus legitimately her own, which as far as natural causes were concerned, she had the power to command, in spite of her open harbor, which is at all times accessible to merchantmen, when that of New-York is closed by ice, in spite of her central position as to the trade of the South, has been taken from her and transferred to the mouth of the Hudson. How is it to be restored? By adopting the means here which have prevailed there. Let her own sons be the merchants of Charleston. Make it reputable for Carolinians to engage in trade; and above all, rouse that spirit of enterprize and untiring perseverance, which shall open the far West to your city, and having achieved that, the energy it has excited will not slumber, it will go on, bringing capital and industry and effort, to seize on the commerce your Rail Road will create. Already the road to Augusta has done much. We may expect vastly more from the one proposed. It is here, then, in this city, that the most vigorous efforts should be made. And here, I doubt not, they will be made. What your city has already done in one Rail Road, is the surest pledge of her perseverance in another of vastly greater importance to her. But she must do more. She must revive and invigorate the drooping energies of commerce: She must combine in the same operation, the sale of her cotton and rice abroad and the purchase and importation of the proceeds of them direct to her own port. She must take to herself the profits of her own commerce which she now leaves in the hands of strangers, and when she has done this, on her western Rail Road, she may enter the extensive regions on the Ohio, with a fair prospect to successful competition with her powerful rivals. Without this, the road may be of vast importance to the country through which it runs, it may be used as the means of transportation from New-York to the Northwest, when the direct route is closed by ice, but Charleston will share but a small portion of its benefits.

The success of this measure, widely spread as it is, must depend on the support of the States through which it passes and with which it may be connected. And here the prospect is a cheering one. Wherever I went in the Northwest, the greatest zeal prevailed. The flattering attentions extended to me every where, were not personal acts of kindness to an

unknown and humble individual, but public demonstrations of their interest in the great undertaking with which I was connected. In the charter, Tennessee reserves the right to herself of taking \$1,000,000 in the stock. I had strong assurances, that Kentucky as a State would make a large subscription. And if the country continues in its present state of prosperity, individual subscriptions in the West, I believe, will be large.

I have thus far confined myself to the commercial advantages of this road. A more enlarged view would embrace its social and political relations. But want of time compels me to leave these to the suggestions of your own minds, except in one particular, which I cannot forbear noticing. It is the influence this road will have in securing the stability of the institutions peculiar to the South. The Northwest can have no foreign commerce, but through other parts of the union : and from her peculiar situation and the character of her climate and soil, she must be dependent for her prosperity and wealth chiefly on her agriculture. Her surplus seeking a market, must be the products of her farms, and these will consist chiefly of provisions. The southern States, from the character of their labor and the nature of their great staple productions, must continue planting States, in which it will be more for their interest to make cotton, rice, sugar and indigo, and to buy their provisions, than to raise them. It is in the southern States, therefore, that the Northwest will always find her best and often her only market. When she turns her attention to the East, she will find the market for her productions confined to the supplies of the large commercial cities. In the country around them her pork, beef, butter, bacon and flour will find no purchasers, for they are producers of the same articles. And so is the whole wide space of country between her and the shores of the Atlantic in the middle and eastern States. When provisions fall in those States, so as that the expense of transportation from Indiana to New-York will form a large portion of their price, the Northwest must be totally excluded from an eastern market, by her rivals in the intervening country, which being nearer to market can afford to under-sell and exclude her. In time of war she can find no market there : in peace, rarely, and al-

ways in the midst of powerful rivals. But in the South she will find a market, not merely on the sea-board, or in the towns alone, but in the interior, on every cotton, rice and sugar plantation, and here she will rarely meet a rival. This is known and felt through the whole region of the Northwest. Every farmer there understands that his prosperity depends on finding an outlet to the South for the produce of his farm. And he also feels and knows, that when abolitionism has swept over this region, when the bloody scenes of St. Domingo or the follies of Jamaica have been acted here, the sources of his wealth will be dried up. The people of the Northwest are too well informed to doubt on the subject. Any attempt to disturb the present state of things, whether it is to end as it most likely will, in a severance of the union, or in emancipation, will give the death-blow to their prosperity.

The people of the middle and nothern States have no such powerful interests to bind them to our institutions. Were our slaves made apprentices, and thereby the whole agriculture destroyed, as is the case now in Jamaica, the people of the North and East would descend to the ocean with the heavy productions of their farms, and send their surplus to other countries; not so the people of the Northwest.

It is to the Northwest, therefore, that the South must look for steady support when the hour of trial comes, and there she may look with confidence. There no visionary scheme of mistaken philanthropy will long prevail over the wholesome lesson of experience, and the dictates of a rational self-interest. A regard to their own interests will induce a careful consideration of the interests of those on whom their prosperity in so great a measure depends. They will not forget that they inflict the deepest injury on themselves when they impoverish their best customers. The people there will be roused by no fanatic zeal to a crusade against those on whom they are dependent for the largest share of their wealth and comforts.

The Mississippi already opens a channel of mutual exchanges between the Northwest and the South, which has done much to bind the two people together and render more secure our peculiar institutions. But "to make assurance

doubly sure," our road is wanted. Make it, and you have taken a further bond from fate ; you have bound the north west still stronger to you, and may rest assured, that your institutions are secure, your property safe, and that your repose will not be disturbed.

Am I right in supposing that this will be one of the necessary effects of uniting the Southeast with the Northwest by Rail Road ? How ought such an undertaking then to be supported ? It should not be left to the ordinary influences, which bear on undertakings of this kind, got up for mere commercial purposes. These must necessarily be local and limited in the benefits they confer. The town or neighborhood through which they pass or where they end, will be chiefly benefitted and thence should be drawn the funds which should construct them. Such roads may be looked to as profitable investments, and for that reason alone, capitalists may seek them: but in the view now presented, the benefit to the State is general, the investment is invited not as the means of securing large dividends, but as the premium paid for our repose, for our sense of security and for the perpetuation of our institutions. In this *all* are interested, whether he lives on the line of the road or at the most distant point from it. All then should contribute, in proportion to their property to be secured by it. It should be left to no mere calculation of pecuniary gain, no impulse of generosity or of patriotism ; these act differently on different men, and throw the burthen often where it is least able to be borne. The general good should be supported by the general treasure of the State. I may, therefore, be excused when I urge that the State should subscribe largely to the capital of this road. What amount? it may be asked. I answer, so much as shall insure its success. If three millions were necessary, it is but the 4th of a single marketable crop of a year, in this State. It is but the amount, which our people in three years expend in excursions of pleasure or of idle curiosity at the North. And who would not be willing to give this to obtain the repose, the sense of security, the powerful guaranty to our property and our institutions against the attempts of fanaticism and mistaken zeal, which this road will give to our people ? But it is a mistake to suppose, that the State is *giving* this high premium, They

will be re-imbursed the pecuniary expenditure, in another shape, in the life, vigor, and activity, it will give to the trade of our commercial emporium, and the extension of our foreign and internal commerce, and the prosperity attending it; in the blessings it will diffuse over the country through which it passes, the saving of time and expense to the planter in exchanging his crop for the equivalents he expects for it, and the consequent rise of real estate: In fine, in giving the State a property in the road itself, which unless all calculations are at fault, will more than re-imburse the expenditures made on it. If the road is four years in constructing, after the plan is devised and the ground surveyed and designated, the State will be burthened with an average of two years interest on the amount of stock she may take in it, or 75,000 a year for 4 years, before she will be in the receipt of any profit from it. Should the road then yield only 5 per cent annual profit, all the State will pay for the immense advantages of this great undertaking, will be 300,000. But if it yields more than 5 per cent, the State will be ultimately re-imbursed this sum, and relieved from the loans she must make to accomplish the work.

The object of your present meeting needs no commendation from me. I shall merely observe that it will aid in concentrating at Knoxville that information on this great enterprise, which now lies scattered over so large a surface that it is not accessible to any one man. The meeting there will, I doubt not, lead to concert of action which will be attended with the happiest results. It will develop a thorough knowledge of the capabilities and resources of the southeast and northwest, and of the intermediate country, which will give confidence to our whole community; and when thus informed and enlightened, our citizens will support, with all their means, this measure which promises so much to the prosperity, the repose and the honor of the State.



## NOTES.

[Note A.]

SEPTEMBER 15, 1831.

*Elias Horry, Esq., President of the South Carolina Rail Road Company.*

DEAR SIR:—I observe that public attention has been lately directed to the connection of your city with the navigable waters of the Ohio by a Rail Road; and that your road is looked to as forming a part of this great undertaking. This is a matter of so much importance to our country that I think it a duty I owe to the community, to present through you some facts bearing on the subject, which I have acquired during the time I directed the public works of South Carolina. Taking it for granted that the points to be connected are your city and Sandy river, which falls into the Ohio, at the dividing line between the States of Virginia and Kentucky, the questions which necessarily arise are, what is the preferable route, and can any one be selected which will admit of the construction of a Rail Road. My knowledge of the country ceases with the junction of the French Broad with the Nolichucky river. Beyond that point the Sandy River Rail Road Convention, I perceive by your late communication to the Editor of the Southern Patriot, are causing surveys to be made, which will decide the practicability of that part of the line, and upon the supposition that it will be found satisfactory, I will endeavor to show that there are no insurmountable difficulties between the Nolichucky and Charleston.

The great obstacles on this part of the line are in the Blue Ridge and Alleghany Mountains, and at every point which I have examined between the head waters of the Catawba and Savannah rivers, except one, I regard these mountains as nearly impracticable. At the head of the Catawba the Blue Ridge ascends very abruptly to a great elevation, and when its summit is gained, the unbroken line of the Alleghany mountains stretches between it and the Nolichucky river. The head waters of the Saluda river rise in the mountains of that name, a parallel spur running into the Blue Ridge to the West. The lowest summit here is of great elevation and is entirely impassable by a Rail Road. With the mountains about the head waters of the Savannah I have less acquaintance. They are, however, very high and broken, about the sources of the Seneca river, in Pendleton, and I would regard them as impracticable in any part of South Carolina. In Georgia I would suppose them equally, if not more elevated, for, upon inspection of the map of the southern States, it will be seen that most of the great southern rivers, running in all directions, head in these mountains. The line by the Savannah river, however, need not be considered in locating a road to the Ohio river. Its examination may be important should an attempt be made to extend your road to the Tennessee below the Muscle Shoals. Even then, I am disposed to believe that the line by the Savannah and Hiwassee will be found to be intercepted by mountains so elevated as to render it more prudent to turn the line of road across Georgia to the South of them.

The remaining line, with which I am as familiar as I can well be, without having made an actual survey, I shall now attempt to describe. Its general direction must be from Charleston to Columbia, thence up the valley of the Broad river to Green river in Rutherford county, N. C. thence up Green river to the point where the turnpike road from Greenville to Ashville crosses it, thence across the Blue Ridge to Mud Creek, down that creek to its junction with the French Broad, and thence by Ashville, the Warm Springs and Newport, to the Nolichucky or Holston river.

From Columbia no other course can be taken but the valley of Broad river. If you leave that on either side, you encounter a very hilly country furrowed by many streams that fall into that river. When you have reached the North

Carolina line, the head of Broad river will be found between 500 and 600 feet above the ocean. Here the direction must change to the West, and Green river must be followed up to the Turnpike road near James Murray's. Here you reach the Blue Ridge. In doing so you have passed round the Saluda mountains, and all the difficulties which present themselves on the Saluda mountain road have been left behind you. But you have deviated from a straight line leading from Ashville to Columbia, first to the East and then to the West. This I regard as forced upon you from the nature of the ground. I shall hereafter notice the possibility of avoiding a part of this circuitous route, but I do not think it very probable.

Near Murray's the turnpike road leading to Ashville passes the Blue Ridge, where it is comparatively an inconsiderable hill. You have run up the Green river between the Blue Ridge and its parallel the Saluda mountain, till they have nearly run into each other, and have gradually gained an elevation which has placed you nearly on the summit of each. Besides, the Blue Ridge is here unquestionably lower than at any other point in North or South Carolina. This cannot be doubted by the traveller on the Buncombe turnpike, who is surprised he has crossed the great back bone of the United States at this place before he discovers that he is crossing a mountain. The branch up which this road ascends falls into the Atlantic, and in a few rods after you leave it you descend to another branch, which falls into the Mississippi. The difficulties of passing the Blue Ridge here are not greater than the descent on your Rail Road from the Ridge to Hamburg. I should regard them much less.

At the culminating point of the Blue Ridge you are 143 miles from Columbia by the Greenville road, and 253 miles from Charleston. The Rail Road route may be about 260 miles. From this point you descend an inconsiderable hill to a comparatively level country, and following down the valley of Mud Creek to its junction with French Broad River, pursue the turnpike by Ashville to the Warm Springs on an inclined plane stretching along the margin of that river down to the Nolichucky or Holston. The peculiarity of this route which distinguishes it from all others, as far as my observations extend, are these—1st. That here the Blue Ridge is lower than at any other point. 2d. That Green river gradually descends the long valley between that and the Saluda mountain, and by ascending this valley you gradually gain an elevation, which, with a small rise places you on the culminating point between the eastern and western waters. 3d. That the French Broad drains the extensive valley between the Blue Ridge and Alleghany mountains in Buncombe county, and breaking through the latter mountain opens a way into the valley of the Tennessee, from this lowest point of the Blue Ridge, from which Green river leads in gradual descent to Broad river and the Ocean.

I have observed above that it is possible that the circuitous route from the point where the Broad river crosses the North Carolina line to the turnpike road where it crosses the Blue Ridge, may be avoided. If it can be done it must be by leaving Green river lower down and crossing the Blue Ridge somewhere East of the turnpike road, and by falling into the French Broad by another branch of that stream. This part of the ground I have not examined. But it should not be neglected. It may shorten the route several miles.

You will perceive by inspecting the map, that this line of road will divide South Carolina into two equal parts. It will pass through two countries in North Carolina and afford facilities of communication with Charleston to most of the western counties of that State. It will pass entirely through East Tennessee, where it has no advantages of navigation, and running on the dividing line of Kentucky and Virginia, rest on the great State of Ohio at the one end, and Charleston at the other, thus bringing them within three day's travel of each other.

A word may be expected as to the materials on the line for the construction of the road. Below Columbia you are aware of all I can tell you. Above it, stone is found at convenient distances of good quality, being granite and gneiss, which is easily quarried. The sills of your road on this part of the line, as far as I know it, may be made nearly as cheap of stone as of wood. The pitch pine region ceases 30 or 40 miles above Columbia, and then oak and chesnut abound the whole way, and on the mountain part of it poplar and Locust. In York and Spartanburg districts in S. C., and Lincoln and Rutherford counties in N. C., the line of road will pass through or near, inexhaustible beds of red and grey iron ore of the best quality, now worked to considerable extent. It should not be forgotten that in York and Spartanburg are the only

extensive regions of marble and compact lime-stone in the southern Atlantic States, furnishing on the line of road an indispensable material in the construction of the necessary viaducts. On the head streams of Tennessee river, through which the road must pass, iron is inexhaustible, and is now made and could be sold cheaper than in any other part of the United States, were the tariff duties off. Limestone abounds in this part of the line.

The statistical views of the subject do not fall within the plan of this communication. But there is one consideration which I cannot omit. Most of the great works which have been undertaken in the United States have their direction of road or canal on the same parallels of latitude, and the agricultural productions at each end of them are nearly the same. The transportation of these is therefore only demanded for the foreign market, or the consumption of the large towns on their lines or at their extremities, which can usually be supplied from their own neighborhoods. But this road crosses the parallels of latitude, and connects different climates, varying most essentially and necessarily in their agricultural products. It must therefore be supported by the interchange of those productions which no other line of road or canal can command, while its mineral wealth occupies its centre and will pass each way to a good market. The great staples of southern agriculture by this road, will circulate to the shores of the Lakes and be paid for in the products of northern regions. And what is important in time of war, when our sea-ports may be blockaded, our cotton and rice transported on this road, will be distributed all over the Middle and North-western States. An immense internal commerce will thus be kept up even in the most disastrous times of war.

I am respectfully yours,

A. BLANDING

[Note B.]

FRANKFORT, FEB. 8, 1836.

*To the Committee of Internal Improvement of the Senate of Kentucky.*

It will be seen by the proceedings of the Legislature of Georgia, approved by the governor of that State on the 24th December last, which are subjoined, that great anxiety exists there to unite Georgia with the Rail Road from the Ohio to Charleston; and the measures which Georgia is taking to procure surveys, I have little doubt, will produce that connection. As a citizen of this Union, and a Carolinian, I shall rejoice to see it; and I believe I speak the sentiments of my State. This movement on the part of Georgia, falls in with my views of the subject. These I will explain: Suppose the road from Kentucky, as agreed to by the House of Representatives of your State, were made, resting at its northern extremities on Maysville, Cincinnati and Louisville, and passing by Knoxville, Tenn., through N. Carolina, and terminating at Wilmington and Charleston; it will be seen that the road may be branched from Knoxville to Athens, Geo., and that the road from the Ohio river to Knoxville may be common to both the Carolina and Georgia roads, and the expense of 300 miles of road may be thus saved.

This expansion of the plan, is a most interesting one, and should not be lost sight of; it holds out still more powerful motives to Kentucky to unite with zeal in this great undertaking. With these two roads completed, with the road from Louisville to Nashville, extending into Alabama and Mississippi, with the Steamboat navigation connecting her with New-Orleans at the South, and at the North and East with the Rail Roads and canals leading to Baltimore, Philadelphia and New-York, and through the States of Ohio and Indiana, what more can be required to give Kentucky all the advantages, to which her central situation and exuberant fertility entitle her? When she looks around her, and discovers the talents, enterprise and wealth, of her sister States devoted to works, all of which point to her as a centre, Kentucky cannot mistake the course which she ought to pursue; it is not for me to say what it should be.

I may be permitted to observe, that I regret the amendment of the 19th section of the bill, which takes from the company the power of branching without the permission of the Legislature of the State, where the branch is situated. That section as it passed the Legislatures of South Carolina, North Carolina

and Tennessee, gave the company unlimited power to construct branches, so that without asking the permission of South Carolina, it could have constructed through that State a branch to Savannah or to any other place in Georgia. So, under that section, before it was amended here, the company, without any further action on the part of Tennessee, could have constructed a branch from Knoxville to the Georgia line in the direction of *Athens*, and then the plan now suggested by Georgia, might be adopted by that State, and the system thus expanded would be completed.

To prevent any misapprehensions, I here state that the road directed to run by Lexington, and terminating on the Ohio river at Louisville, the mouth of the Licking and Maysville, meets my approbation: and if it passes the Senate in that shape, I will return to the South determined to use my little influence to satisfy the people there, that it has assumed its best form, and to prevent, if possible, the failure of the charter for want of pecuniary aid. I hope and believe this difficulty may be gotten over, and that the stock will be taken. My efforts shall not cease till that happy result is attained.

Accept my grateful acknowledgements for the kindness with which I have been received by the members of your body.

I am respectfully yours,

A. BLANDING.

[For Note C.]

On account of the indisposition of the scientific gentleman who was to have furnished this note, we are unable to obtain it.

[Note D.]

CINCINNATI, JAN. 1, 1836.

*Col. A. Blanding:*

Sir—The projected Rail Road between Cincinnati and Charleston, designed to unite the Southern sea-board with the valley of the Ohio, is attracting towards this city at the present time, a more than ordinary degree of attention. For the information of yourself and your fellow citizens of the South, to whom for the want of some direct channel of communication, Cincinnati is comparatively unknown, I have embodied the following statistics, more immediately connected with her topography, commerce, manufactures and population. The facts here set forth, are but a part of those which might have been cited, in illustration of the present condition and future prospects of the great emporium of Ohio. They have been made after the most careful examination, and I think their general accuracy may be relied on.

Cincinnati is built upon an elevated and beautiful plane, on the North bank of the Ohio River, in lat. 39 deg. 8 m. 30 s. From the junction of the Alleghany and Monongahela rivers, following the meanders of the Ohio, it is distant 455 miles; and from the union of the Ohio and Mississippi 504 miles. Over land, it is distant from Columbus the capital of the State 110 miles; from Sandusky City 200; from Indianapolis 120; from Franklin 85; from Nashville 270; from Natchez 680; from New Orleans 860; from St. Louis 350; from Louisville 105; from Baltimore 520; from Philadelphia 617; from Washington City 500; from New York, by the way of the lakes, 900; and from Charleston 600 miles. The valley in which Cincinnati, Newport and Covington, (the two latter places being in Kentucky, opposite this city) are built, is about 12 miles in circumference. The Ohio River enters this valley on the East, and passes out on the West side. The southern half of it, is bisected by Licking river, which disembogues itself into the Ohio, opposite Cincinnati, separating the towns of Newport and Covington.

The upper plane, on which Cincinnati is built, is 540 feet above tide-water at Albany, and 25 feet below the level of Lake Erie. Low water mark in

the Ohio at this point is 432 feet above tide-water at Albany, and 133 feet below Lake Erie. The shore of the Ohio at this place, affords a good landing for boats at all seasons of the year.

The region inseparably connected with, and dependent upon, Cincinnati, as its great commercial and manufacturing mart, embraces the country bordering on the two Miami rivers, the Eastern portions of Indiana and the adjoining parts of Kentucky. It may be estimated to contain 10,000,000 of acres of land, and having within itself the capabilities of sustaining 3,000,000 of inhabitants. This district of country is traversed by the Ohio, Licking, and the Great and Little Miami rivers, all of them navigable in a greater or less degree, and the three last eminently adapted to manufacturing purposes. The whole of this region is fertile, well timbered and watered. It produces in abundance wheat, corn, oats, barley, hops, buckwheat, tobacco and hemp, together with horses, mules, cattle, sheep and hogs. The air is salubrious, and the population may be characterized as frugal, industrious and enterprising. These are some of the natural advantages, by which Cincinnati is surrounded. Let us now see what art and enterprize have done for her.

In the year 1810, the population of Cincinnati was 2320; in 1813 it was 4000; in 1819 it was 10,230; in 1824 it was 12,000; in 1826 it was 16,230, and at the present time it may be safely placed at 31,000. If to this be added the population of Newport and Covington, both of which are intimately associated in business, interest, and social intercourse with Cincinnati, the three places constituting indeed but one city, and the aggregate population will be equal to 35,000. It is but proper to say, that among this people there are but few idlers. Indeed, they are proverbially industrious and persevering, as may be inferred from the manufacturing industry of the city, of which I shall have occasion to speak hereafter. Great attention is paid to the cause of education, and the moral and religious feeling of the community is quite as great as may be found in the same amount of population in any other city.

According to an accurate statistical examination, made in 1826, the manufacturing industry of Cincinnati for that year was \$1,800,000 in a population of 16,230 persons. At that time there was not more than 16 steam engines employed in manufactures in the city. There are now upwards of 50 in successful operation, besides 6 or 7 in Newport and Covington. More than 100 steam engines, about 240 cotton gins, upwards of 20 sugar mills, and 22 steam boats, many of them of the largest size, have been built in Cincinnati during the year 1835. The manufactures in other departments have corresponded in magnitude with those enumerated, during the same period.

If, then, in the year 1826, with a population of but 16,230, and running but 16 steam engines, the manufacturing industry of Cincinnati was \$1,800,000, it is perfectly safe to place the manufacturing industry of Cincinnati, Newport and Covington, with their 35,000 people and 55 steam engines, during the year 1835, at \$5,000,000. The truth is, Cincinnati and her two sister towns are mainly indebted to their manufactures for the steady and onward prosperity which has marked their course. Her artisans and mechanics stand deservedly high for their skill and enterprize, and while there are but few very large and overgrown manufacturing establishments in the city, there are a very great number of small ones, confided to individual effort and personal superintendence, and are consequently conducted in the most successful manner.—The products of these, minister not only to the wants, comforts and luxuries of the people of Cincinnati, but also to those in almost every part of the Mississippi Valley. And when the great Rail Road to the Southern sea-board shall have been completed, the manufactures of this city will be sent to the interior of the Carolinas and Georgia, in exchange for the cotton, sugar and rice of these States. With the exception of Pittsburg, there is no city or town, in the West or South, which, in its manufactures and manufacturing capabilities, bears any approach to Cincinnati.

In the year 1826, it was ascertained that the exports from this city were about 1,000,000 of dollars. In 1832, they approached to 4,000,000. For the year 1835 they may be safely placed at 6,000,000. That this is not an over estimate, may be abundantly proved by a recurrence to a few facts.—From the growth and general prosperity of the city and surrounding country, within the last three years—from the increased amount of toils on the Miami Canal—from the enlarged number and variety of manufacturing establishments—from the fact, that, during the greater part of the past year, there were 50 stages and 58 mails arriving weekly in this city—from the number of the arrivals of steam

boats at the quay, being, within the year 1835, 2,237—and, finally, from the fact, that, in the winter of 1832-3 there were 85,000 hogs slaughtered in Cincinnati—1833-4 there were 123,000—and, in the winter of 1834-5, there were 152,000. Supposing other articles of produce to have increased in a corresponding degree with the pork business, and not losing sight of the foregoing details, all of which tend to show the commerce and business of the city, and it must be apparent that in placing the exports of Cincinnati, Newport and Covington, for the year 1835, at \$6,000,000, the same is below, rather than above the true amount.

It should be borne in mind, that Cincinnati has attained her present population, commerce and manufactures, without the aid of any work of internal improvement, but that of the Miami Canal, 60 miles in length, and about 30 miles of Macadam turnpike, and these have been completed but a short time. Let us now see what works of internal improvement are projected and in actual progress, and the completion of which will directly and powerfully promote the growth of Cincinnati. 1. The extension of the Miami Canal from Drayton to the Maumee Bay, a part of which will be completed in the ensuing summer. 2. A Macadam turnpike from Chullicothé to Cincinnati, a part of which is now under contract, and which, when completed, will connect this place with the Ohio Canal, and the rich valley of the Scioto. 3. The continuation of the Cincinnati, Columbus and Wooster, and the Cincinnati, Lebanon and Springfield Macadam turnpikes, about 15 miles of each being already finished. 4. The Cincinnati and Harrison Macadam turnpike, leading to Brookville, in Indiana, 20 miles of which will be completed early in the present year. 5. A Macadam turnpike, now constructing from Covington, to Georgetown and Lexington. 6. A Canal, already authorised by the Legislature of Indiana, from the sources of White Water to Lawrenceburgh, running a part of its length through Hamilton county, and approaching within a few miles of this city. 7. The Rail Road now making from Lawrenceburgh, Indiana, 20 miles West of Cincinnati, to Indianapolis, and the Rail Road, already authorised, from Cincinnati to Lawrenceburgh, and forming, when completed, a continuous Rail Way from this city to the capitol of Indiana, and stretching for 100 miles through the most populous portions of that rising State. 8. The extension of the Cumberland road through Ohio and Indiana, crossing the Miami Canal and the routes of several of the turnpikes already enumerated, as they diverge to the North from our city. 9. The projected Rail Road, (the early completion of which is beyond all doubt,) running from this city up the valley of the Little Miami, and branching at Todd's Fork, one track passing on to Henia and connecting with the Mad River and Sandusky Rail Road (now constructing) at Springfield; and the other stretching North-eastwardly to Columbus, and thence to Lake Erie and Cleveland: and finally, the great Rail Way, between Cincinnati and Charleston, the most magnificent and important public work that has yet been projected in our country. This road stretching through the States of Kentucky, Tennessee and S. Carolina, with branches passing off into Georgia and N. Carolina, at its southern extremity, and at the North, sending a branch to Louisville and another to Maysville, with the main trunk striking the Ohio river at this place, and connecting with the Miami canal, and the Rail Roads running from Cincinnati to Indianapolis, and from Cincinnati to Sandusky and Cleveland on Lake Erie, must of itself exert a degree of influence upon the rise and expansion of this city, which it is difficult to appreciate. Most of these works have already been commenced—they are all practicable—they will all be completed within five years from this date. The most difficult, expensive, and at first view unlikely to be accomplished, is that from the valley of the Ohio to the southern sea-board, in the execution of which your able services have been engaged. Yet we find that in less than five months from the time when an individual of this city proposed in a public meeting, the appointment of a committee to report upon the expediency and practicability of this Rail Road, and that in less than four months from the period when that report was made, that public attention in the States of South and North Carolina, Georgia, Tennessee, Kentucky and Ohio, is turned with the deepest interest to its immediate execution, and that in three of these States, already, there has been concerted and efficient legislative action.

To comprehend the influence which these several works of internal improvement will necessarily exert upon Newport, Covington and Cincinnati, it is necessary to study the regions of country they will traverse—their fertility of soil—their products—the rich and varied mineral treasures that are embedded

within them—the salubrity of the climate—the genius and habits of the people, and the commercial, manufacturing and intellectual capabilities of this metropolis. This done, who will doubt that the very first year after the completion of this great national work in which you are now so zealously engaged, there will be placed upon it, at this point, exports to the value of six millions of dollars?

In contemplating the progress of Cincinnati in buildings, both public and private, it will be observed that no inconsiderable amount of architectural taste and skill have been put in requisition. Among the 150 houses erected during the year 1835, there are many which would do credit to any city in the Union. This is especially true of the numerous ware-houses and stores—of the edifice of St. Paul's Church—of the two banking houses on Third Street; and the ten or twelve edifices for the use of the common schools, all of which are large, commodious and elegant, and will contribute in a high degree to the adornment of the city.

Thus far the physical causes which are in operation in building up this city, have been principally considered. There are moral ones which should not be overlooked. The character of the population of Cincinnati, for industry, enterprize, and a quiet, orderly observance of laws—the number and prosperous condition of her literary, benevolent and religious institutions, may be pointed out as important elements, in estimating the future growth of Cincinnati.

Finally, I feel authorised in saying, that this city yields to none in the Union, in the inducements which she presents for a residence within the noble amphitheatre of hills that surrounds her, whether in regard to the social and intellectual enjoyments of society, or in reference to the field which she presents for industry and enterprize, in commerce and manufactures, or the investment of capital in productive real estate. It is confidently believed that real estate is lower at the present moment in Cincinnati, than in any other city of the Union, whose population, business and permanent local advantages are of corresponding magnitude. This fact goes far to prove that in the present condition of the city, there is nothing unsound or fictitious, but that its prosperity is the result of those indestructable, physical and moral causes, which before the year 1850, will give to Cincinnati at least 100,000 active, educated and enterprizing citizens.

B. DRAKE.

